

September 21, 1986

TO: Coal File

FROM: Dave Cline, Reclamation Hydrologist *DJC*

RE: Site Tour of Wildhorse Ridge Exploration Road, Beaver Creek Coal Company, CEP/015/007, Emery County, Utah

On August 28, 1986 Dave Cline, Rick Summers, and Holland Shepherd of the Division met with Dan Guy of Beaver Creek Coal Company and Mel Coonrod, construction contractor, on site to discuss the construction of the approved Stabilization Plan of the Wildhorse Ridge Exploration Road. It was discussed and decided upon by all of the parties to:

1. Construct or repair the existing berm on the outslope side of the road along its entire length in the upper switch back section,
2. Construct water bars at all flagged locations that were marked by the Division,
3. Construct small stilling basins in the road ditch at all water bars,
4. Place riprap in all stilling basins and along all water bars. Riprap is to consist of 3 inch minus road material in a 12 foot wide strip designated for the access road and the riprap will grade to a larger size on the downslope side of the 12 foot road into large boulders on the outslope of the road except where drainage discharges onto bedrock.
5. Place riprap in the water bars in a band approximately 4 feet wide.
6. Not line the road ditch with riprap from the drilling pad to approximately 300 feet above the second switch back as you proceed down the road.
7. Place riprap in the ditch approximately 300 feet above the second switch back down to the switchback
8. Construct a channel lined with boulders into the natural drainage at the second switchback.

9. remove culverts 9 and 10 and restore original channel capacity at both channel crossings.
10. Supplement culverts 5 and 6 with additional 24 inch culverts and construct at least 5 feet of headwall for the 36 inch culverts.
11. Place riprap in the road ditch from approximately 100 feet below culvert 5 to the Bear Creek channel.
12. Remove the 48 inch culvert in Bear Creek and all fill material in order to restore the original channel capacity.

On September 3, 1986 Dave Cline, Rick Summers, Holland Shepherd of the Division met with Mel Coonrod on site to evaluate the construction progress to date. The construction overall was proceeding according to the August 28, 1986 site conference. However, several problems did exist and were discussed in the field. The following comments were given to Mel Coonrod concerning the construction:

1. The majority of the water bars as constructed were sloping into the road ditch and were not constructed in order to allow drainage to the road outslope. Therefore, these water bars must be reconstructed to allow drainage to the road outslope.
2. Riprap in the water bars was placed in a narrow band approximately 18 inches wide. The riprap must be widened to a width of approximately 4 feet.
3. The road ditch was not constructed as shown in the approved plan. However, due to the nature of the material (i.e. bedrock, large boulders, etc.) it was decided the ditch configuration was excavated as good as field conditions allowed and would be adequate for final approval.
4. Several areas in the ditch had been filled in due to subsequent construction activities. These areas would be cleaned out in order to provide a ditch without obstructions.
5. The berm along the water bar at the first switch back as you proceed down the road needs to be built up.

6. Outlet at the water bars were dammed by using large size boulders. The boulders should be removed from the outlet and moved down the outslope in order to prevent ponding in the water bar.
7. The channel crossing at the location of removed culvert #10 was ill defined and had potential for the water to jump the channel. This crossing must be more defined by excavating approximately 1-2 more feet and a confining berm on the downhill side of the road needed to be constructed.
8. The headwall for culverts 5 & 6 were not 5 feet and would need to be raised in order to provide at least two feet above the top of the 36 inch culvert.
9. Trash racks will be installed upstream from culverts 5 & 6.
10. Excavation of the culvert in Bear Creek was occurring during the visit. The material was being placed in the Bear Creek channel on both sides. Mr. Coonrod was instructed to remove all material from the channel in order to reestablish original channel capacity. Mr. Coonrod agreed to remove all of the fill material from the channel.

At the end of the site visit Mr. Coonrod estimated that the construction would be complete by September 8 or 9, 1986. The Division informed him that a final site inspection would be required before final approval.

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